









The Autumn Athletic meeting at Yokohama was held in wintry weather on the 15th inst. Mr. H. Pinckney, many of his Hongkong friends will be glad to learn, won the quarter mile race (Ladies' Pure), the high jump, and the hurdle race, was second in the 100 yards sprint and the half mile race, and third for the long jump. He was scratch man in all these events.

Last night, a fairly large audience assembled in the Theatre to witness the performance of Miss Elsie Adair. When this clever young dancer was in Hongkong a few months ago, we took the opportunity of commenting eulogistically on her performance. Though still suffering from the effects of the fever she contracted during her recent visit to Java, Miss Adair was as bright and charming as ever in a little burlesque in which she appeared along with Mr. Walter Vanderlip and Mr. James Boyer. The performance was somewhat abbreviated, but as danced by Miss Adair last night it lost none of its charm. The manipulation of the coloured lights was not quite so successful as on former occasions, but apart from this there was no fault to be found with the dance, except perhaps its shortness. Miss Adair was fortunate in securing the assistance of Hongkong's two 'Jion comiques'—Messrs G. G. Brady and C. T. Robinson. Mr. Brady was heard at his best as a reciter in 'The Roman Guide' from Mark Twain's 'Innocent Abroad', and he afterwards sang a couple of songs so comically that the audience demanded more. Mr. Robinson, who has taken our advice to give up the coast song for a time, was as successful as ever when he sang on the Hongkong stage. He sang three new songs—'Arthur Roberts', 'I know all about it now', 'I can't change it' (George Buchanan), and 'The Naval Schoolboy' (Dunville). The last song is exceedingly funny, and is only eclipsed by the burlesque burlesque with which Mr. Robinson concluded. This smart amateur has improved of late, and now introduces more 'business' into his songs. Mr. W. E. Crow, who was in excellent voice, sang a couple of songs for which he was cordially applauded; and Mr. Ruehvald played a solo on the organ, which a portion of the audience seemed to consider funny. Mr. Boyer, Miss Adair's pianist, contributed a cornet solo, accompanying himself on the piano, and also gave a specimen of the pianoforte torture which the inhabitants of terrace houses in Hongkong have to endure. There was a lack of 'go' about the entertainment, consequent in great measure on the long waits to which the audience were subjected, and the audience must be commended for its admirable patience.

The new Norddeutscher-Lloyd steamer *Prinz Heinrich* will leave Bremerhaven on Jan. 5 next on her maiden trip for China, and not Dec. 5, as was at first intended.

A substantial acceleration in the voyage between Calcutta and Liverpool is contemplated by the Peninsular and Oriental Company, writes the *Calcutta Englishman*. During the coming season steamers will not be required to follow the Bombay run at Aden, and it is calculated that the run to Marseilles will thus be shortened by two, or possibly three, days. The *Sinai*, for instance, leaving Calcutta on the 24th of February, is due at Marseilles on the 19th of March.

The present war with Japan and the disaster attendant upon the Chinese arms have raised the hopes of all natives who feel the rule of the present Tartar rulers to their nationalities. Another Chinaman, alleged to have been in the pay of the Japanese, was recently arrested by the native authorities in Kowloon, opposite Hongkong, while making observations on the Chinese camps recently placed at that place. The man was sent to Canton for trial, where he boldly avowed his connection with the enemy, stating moreover that there were over thirty fellow-conspirators scattered in Kowloon alone, who had been bribed to raise 200 men each for transportation to Japan where they were to be formed into an auxiliary force against their own countrymen. A list of names and face of this man, as well as a well-known fact that both the *Kolao Hui* and the *Sinshu* or Triad societies are now extremely active in trying to get recruits into their ranks from one end of the empire to the other, it is more than likely that this latest capture of the native authorities in the south is after all but another ensnarement of one or other of these two powerful societies.

Of the disaster which is trying, and have been trying their utmost, to overturn the Manchurian dynasty and substitute a pure Chinese one instead. Attributing the blame to the Japanese was, therefore, but a blind to mislead the authorities.—*Daily News*.

The Standard, in the course of a leading article on the relations between England and Russia, says:—Many an old established friendship has been marred and even destroyed by infidelity of manner, by want of tact, by indiscreet and ill-timed language. Similarly, many an escutcheon has been healed by a kind word spoken in season and by a handsome and conciliatory demeanor. This, we believe, is what has occurred as far as Russia and England are concerned. No one, surely, will suppose that these two States, in becoming more friendly and familiar, are plotting or manoeuvring against some other Power, or Powers. England will play against one, nor will Russia play against another, but the rule of Nicholas II. If one of the results of their excellent relations with each other be to induce Germany to adopt an analogous attitude to both, we shall be only too rejoiced. The sole purpose of England's Foreign policy is to draw the various Powers of the world more closely together, so that they may understand each other, and discuss with equanimity and disposition from time to time between any of them. Meanwhile, it is most satisfactory to find that in St. Petersburg the greatest value is attached to the establishment of a good understanding with England. Nothing will be omitted in London to promote that end. If England and Russia are together in all matters like that, what attitude should Powers assume in that quarter of the globe. They are comparative strangers to its interests, its conflicts, its dangers. In that respect—Russia and England may say, without presumption, *Non duo turba sumus*.

There are rumours, says the *Capitan Observer*, that a Commission of Inquiry has been issued by the Government of the Public Works department lately retired on pension.

Colonzo is unquestionably one of the most important coal fields in the East. During the twelve months ending 30th September last 318,118 tons of coal were exported, the exports during this period amounting to 305,979 tons.

THOUGH its nationality is suppressed, another foreign war-ship is in trouble in the Japanese press because of the alleged act of capture upon the movements of the Japanese transports, while off Taidong, in favour of the Chinese. That it conveyed definite information to the Viceroy Li is said to have been made clear by papers found at Port Arthur. The *Kokumin* features the story in its fullest form.

A new outlier, considerably larger than the largest hitherto delivered, has been ordered for the Russian Viceroy. It is to be built by the Russian Viceroy. It is to be built by the Russian Viceroy. It is to be built by the Russian Viceroy.

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It is rumoured, according to a Japanese contemporary, that Count Saigo, the Minister for War and the Navy, will leave Hiroshima shortly with Captain Tanaka for the purpose of inspecting the various battlefields in China where engagements have taken place. If the information of our contemporary is correct, it is not improbable that the real reason for the visit is to investigate the charges of inhumanity made against the Japanese troops in their assault on Port Arthur. These charges, as we know, says the *Kobe Chronicle*, have given very great concern at Headquarters, and may even lead to the recall of officers held responsible.

We hear, says the *N.O. Daily News*, investigations have been going on over the cost of the *Barfleur*. It is stated that the cost of the *Barfleur* has been estimated at £1,000,000. The cost of the *Barfleur* has been estimated at £1,000,000. The cost of the *Barfleur* has been estimated at £1,000,000.

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During the past few years, there has been a good deal of speculation among geologists as to the probable age of the Falls of Niagara, and the subject appears to be as far from settled as ever. The most recent deliverance on the question is that of Professor J. W. Spencer, of America, who computes that 31,000 years have elapsed since the formation of the falls, and 1,000 more years will have elapsed before the falls are completely dry. The Professor's deliverance is based on the fact that the water in the falls is raised by a single sheet of water, and this is subsequently divided into the three main basins of the falls, the American, the Canadian, and the Niagara River, and the water in these basins falls to their rocky eastern rim; the three upper lakes were discharged by way of Lake Nipissing and Ottawa River; and the Niagara River came into existence, draining only the Erie basin, about three centuries of its present drainage. At that time, the descent of the Niagara River was 200 feet, and in the course of time they subsided 320 feet more; but eventually they were raised again 80 feet at the mouth of the Niagara, thus reducing the total descent of the river to 320 feet, while during the lowest stage Lake Ontario reached 12 miles from the mouth of the Niagara. The waters of Lake Ontario were turned into the Niagara about 8,000 years ago, and it is computed the falls will be brought to an end in from 7,000 to 8,000 years hence, if the present rate of uplift continues, by the diversion of the upper lake waters to the Mississippi by way of Chicago.

DAVID'S MARIONETTES. This deservedly popular show opened last night with a selection of irresistibly comic amusement that defies adequate description. From start to finish, there was not one dull item and not one questionable or objectionable exhibit. The second item is the grandest, and most effective object lesson on temperance that probably the world has ever seen. Here at last is a golden opportunity for the elbow-bender to see and believe what his chums assert about 'last night.' The nervous tropic of the chair equilibrium is a triumph of art-calculated to excite equally the breathless interest of the child and the athlete. The comic cures were received with a roar of merriment and, after convulsing the audience for some minutes, were morosely moved on. Their antics beat the record. Leotardo with his pole performance was another marvellous display of realistic muscular tension to the life. A great feature of the show is the 'eastern' as performed by the stage properties. They are whisked off in a style quite 'à la mode.' The marvellous Old Woman who lived in a Shoe must be seen to be appreciated. Her alert watchfulness, savage impression of juvenile precocity, and final exit with her family of seven would give the gravity of the whole. The 'eastern' as performed by the stage properties. They are whisked off in a style quite 'à la mode.' The marvellous Old Woman who lived in a Shoe must be seen to be appreciated. Her alert watchfulness, savage impression of juvenile precocity, and final exit with her family of seven would give the gravity of the whole.

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HONGKONG HIGH-LEVEL TRAM. The tenth ordinary general meeting of the shareholders in this Company was held in the offices of the General Managers, Messrs J. D. Humphreys and Son, this afternoon. Mr. J. D. Humphreys presided. There were also present Messrs J. Orange (Consulting Engineer), H. Humphreys, A. H. Mancoll, Hart Buck, and R. Lyall. Mr. Hart Buck read the notice calling the meeting.

The Chairman said—Gentlemen, with your permission we will take the report and statement of accounts as read. I do not think there is anything in the statement of accounts that needs any special comment. We have been somewhat disappointed during the period under review by unfavorable circumstances. The plague has, of course, prevented numbers of travellers of coming to Hongkong, and the absence of the Fleet from the Colony during the last few months has of course made a material difference to our traffic receipts. Notwithstanding these drawbacks I am glad to be able to say that, in addition to keeping the Tramway in thorough repair and giving our public year General Managers have the satisfaction of being able to give you a dividend of 5 per cent, as against a 4 per cent, dividend the previous year and a 2 per cent, dividend the year before that. As far as we can foresee there will be little need of any extraordinary expenditure, and therefore we hope that, with the ordinary traffic which, owing to exceptional circumstances we have been deprived of this year, we may reasonably look forward to still better results in the future (hear, hear). If any one desires to ask me any questions I shall be happy to answer them.

No questions were asked, and the report and statement of accounts were passed, on the motion of the Chairman, seconded by Mr. Mancoll. On the motion of the Chairman, seconded by Mr. A. H. Mancoll, Messrs Orange and Poon Pong were re-elected to the Consulting Committee for the ensuing year. The Chairman proposed, and Mr. Orange seconded, that Mr. R. Lyall should be re-elected auditor.

The Chairman, in thanking the gentlemen present for their attendance, intimated that dividend warrants would be ready to-morrow (Friday).

## THE CHINA-JAPAN WAR.

(SPECIAL TO THE 'CHINA MAIL'.)

### REPORTED FALL OF NEWCHANG.

WEIHAIWEI THREATENED.

Shanghai, 26th Dec., 1894.

It is reported that Newchwang has been taken by the Japanese and that a party of Japanese troops has landed on Shantung with the intention of making a descent upon Weihaiwei.

## REUTER'S TELEGRAMS.

SUPPLIED TO THE 'CHINA MAIL'.

(Via Southern Line.)

LONDON, Dec. 26, 1894.

### REBELLION IN COREA.

The Tonghak rebellion in Corea is spreading; the rebels have captured and burned several towns.

### A COREAN LOAN.

The Korean Government is borrowing 5,000,000 yen from the Japanese.

### RIOTS IN THE UNITED STATES.

Fatal conflicts have taken place between the whites and negroes in Alabama and Georgia. The Militia had to be called out to restore order.

### LORD RANDOLPH CHURCHILL.

Lord Randolph Churchill is sinking.

### GREAT BRITAIN AND RUSSIA.

The attitude between Great Britain and Russia finds favour in St. Petersburg, more especially as it is hoped to have an important bearing on the settlement of the China Japan war when the time for such arrives.

### THE NEW PRESIDENT OF THE CHAMBER.

M. Brisson has been elected President of the Chamber of Deputies by 243 votes against 213 votes for M. Méline.

### THE TRAITOR DREYFUS.

The Council of War has decided, in private, its judgment on Captain Dreyfus.

### BLACKMAIL IN PARIS.

The enquiry into the charges of blackmail is still going on. There have been no further arrests.

### A GERMAN SPY.

Schönbeck, the German spy, has been sentenced to five years' imprisonment.

### THE LATE M. BURDEAU.

The Chamber of Deputies has voted a pension of 3000 francs to the late M. Burdeau's mother and a pension of 9000 francs to his widow.

This *Morning Post* concludes a forty years' retrospect of 'coal production and coal consumption' as follows:—The growth in the output of coal in Russia has been steady, but not phenomenal. That country, however, may be expected to show a more rapid increase within the next ten years, as the extension of railways renders more accessible the large coal deposits which are known to exist in South-Eastern Russia and Western Siberia, but which are not at present worked owing to the absence of transport facilities. The smaller producing coal countries of the world all show an increased output, South Africa, Australia, and India in particular. The growth of the Japanese coal mines has apparently received a check during the last two years, but this can hardly be expected to last in view of the determined efforts of the Japanese to push their product throughout the East, efforts which will be especially aided by the conditions at present prevailing in the Eastern money markets. While coal is found in many Asiatic countries, and it is believed to exist in great quantities in China; there is no doubt that Japan will remain for many years the leading coal producer of the Far East.

SLAVERY IN KOREA. Acknowledging the *Yokohama Specie* as the source of its information, the *Graetz* has the following interesting article on the slave system of Korea. Slaves are bought and sold as common chattels, and their owners have power of life and death over them. In 1888, when Mr. Inouye Kakugoro was engaged by the Korean Government, he made great efforts, together with Mr. Zembach, the German Consul, to abolish slavery; the Korean Government yielded so far as to issue an edict prohibiting the extension of slavery to the offspring of the actual slaves. This edict, however, was never put in force. When the present Li dynasty was established 600 years ago, the slaves were already a numerous class. Some of the most faithful adherents of the founder of the present dynasty came from this class. Slaves are used by legal order or by their owners giving them their liberty. In former days, if either the husband or the wife was a slave, their offspring were also slaves; but now only when the mother is a slave, the daughter shares her lot, the son being free. Slaves are of two kinds, public and private. Public slaves are the property of the Government, and are employed on public fields or engaged as public executioners and attendants. The *Kwangi*, or gentry, also come from the families of public slaves. The King sometimes gives these slaves to meritorious subjects, or local governors sometimes allow them to replenish the public offices. When a *Kwangi* is named by his gentry, the most goes to the Government. The families of criminals are made public slaves. Such, for instance, has been the fate of Kim-Yok-kim's widow and daughter. The latter has since been bought and become a private slave. Women, convicted of immorality, were generally made public slaves. Private slaves are also very numerous. About 1880, a slave cost 100 to 200 ryu (Korean), and was sold for the highest price. Formerly, a nobleman guilty of improper relations with a slave was degraded into the common rank, but this law has since been abolished. And the mother of Prince Whwa, second son of the present King, who lately came as ambassador to this country came from a public slave family. Many wealthy noblemen who have as mistress daughters of this class.

A TRIPLE ALLIANCE IN THE FARTHER EAST. This present is certainly a time when any theories as to the future of the Far East are permissible; and we venture to think there is one which has not as yet been fairly dealt with. While both European and Japanese papers have been discussing the possibilities of an offensive and defensive alliance between Japan and England, between Russia and Japan, between England and China, and between Russia, China, and Japan, we have noticed no suggestion of an alliance which seems to us quite as possible and even more probable, as an alliance of the three Powers of the Far East for self-defence against Western aggression. It does not strike us that Japan, now conscious of her strength and probably secure in her autonomy, would form such an alliance with Western Powers against Russia for more clearly related than England or Russia could ever possibly to under any circumstances. The whole of the work of social reconstruction during the Meiji era has been directed to the recovery of Japanese autonomy, to the gaining of the strength requisite to secure independence, property, and the respect of nations. She has accomplished this; and she is not likely, if there be any such thing in the world as race-sympathy, to aid Western power in the subjugation of her cousin the Chinese, or her cousin the Koreans, not even upon the condition of sharing the spoils. It is possible that for a time she might enter into an alliance with England against Russia, but not upon terms which would involve the sending of Japanese troops to help a war against Oriental.

The spectacle of Japan challenging her colonial neighbour, and defeating her with so little effort, has been compared by some Japanese critics to the German invasion of the France of 1870—over-confident of her power, and nevertheless utterly unprepared for war. The Japanese capture of Peking would make the Russo-Japanese parallel, it is alleged, for the triumphant entry of the German armies into Paris. Certainly the history of the Franco-Prussian war, and the history of its antecedents, had been keenly studied by Japanese statesmen before there was any thought of war with China. But supposing their inspiration in this campaign derived from European history, we fancy that a more realistic study might have drawn the help of the incidents of the Seven Weeks' War. The relation of Japan to China prior to hostilities was much more like that of Prussia to Austria in 1866, than that of Germany to France in 1870. And the results of this campaign might be not less to the benefit of China than those of the Seven Weeks' War proved ultimately to the advantage of Austria.

We sincerely believe that those who imagine the Japanese nation inspired with hatred for China are utterly wrong. The explosions of fiery patriotism on the subject, the tirades of Japanese newspapers, the irony of the Japanese war-songs to-day, all have no deeper meaning than those purely local manifestations of feeling which characterized the history of Japanese civil war in the past. The Japanese armies in China will—under the leadership of their able commanders—treat the inhabitants more harshly than they would treat the inhabitants of a Japanese province in time of civil war. There is a general tendency to mistake these present great outbreaks of patriotic or loyal sentiment as indicating a deep feeling of hostility to China. This seems to us entirely wrong—an error based upon totally false premises.

Up to the very moment of the declaration of hostilities, the old feeling of Japan towards China was not dead; and we do not believe it is dead to-day. There was, throughout all classes of the Empire, a certain sense of reverence for things Chinese. Before Meiji the education of the nation had been Chinese, and since Meiji, despite all remained an inherent part of the educational system. The home-training of children was based upon Chinese ethics; the services of the Buddhist temples were recited in Chinese words. The wealthy classes prized above all paintings those of the old Chinese masters; and above all native bronzes or porcelains the statuette or the vase brought by some ancestor from China.

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even further. We suspect that in spite of all the rage of slaughter at Port Arthur, the Japanese soldiers will speak kindly and sympathetically of the Chinese on their return home. Their march will lead them over much that was holy ground for their ancestors—they will be impressed by the scenes awaiting them after a manner that must appeal to the deepest feelings of their race.

And why should not Japan play Prussia in the Far East? China must not be aware of the means necessary for her own salvation. Why should she not be made to conclude eventually an offensive and defensive alliance with Japan? Japan, China, and Korea under guidance might well form a triple alliance capable of preserving the integrity of the East against either Russian or any other Western aggression. We cannot but deplore the shortsightedness of those Japanese journals in Tokyo which have so severely clamoured for a dismemberment of China. China, under alien domination, might become a very dangerous neighbour for Japan—strong as she may believe herself now. The integrity of China seems to us important for Japanese security; and we may again repeat our conviction that it would now be a very serious mistake to aid in the ruin of that Empire to which Japan owes so much.—*Kobe Chronicle*.

## MANCHESTER TRADE WITH CHINA AND JAPAN.

We have more than once referred to negotiations which have been going on for three or four months to secure for Manchester shippers a direct trade, instead of a trade via Birkenhead and London, with China and Japan. In August last, as we noted at the time, some fifty of the leading Manchester firms engaged in-trade with the Far East approached the China Shipowners' Conference, asking that arrangements should be made for the shipping of Manchester goods to China and Japan direct from the Manchester docks, instead of from Birkenhead or London, and they stated:—'We shall be glad to know whether the present Conference is prepared to supply us with steamers regularly and frequently at Manchester.' Since then negotiations have been more or less in progress, and an announcement was made recently that arrangements had been effected for London steamers to load at Manchester, has again brought more life into the movement. A meeting was held at the Chamber of Commerce in Manchester on 12th inst., which was attended by the representatives of nearly every firm which had signed the circular sent out. Mr. Bythell, chairman of the Ship Canal Company, and Mr. Macleod, of the Manchester and Liverpool Steamship Company, were also present. A committee was appointed to arrange with the steamship owners in the Conference for direct shipments from Manchester, and failing this the Committee was instructed to make terms with other shipowners to take the China berth at the Manchester Docks. The Committee met again on 19th inst., to which meeting representatives of the steamship companies were invited to be present. Answers were sent that they did not see their way to attend, but that they would be pleased to receive any suggestions or proposals that the Canal Company, or the merchants, would be inclined to make. The meeting was strongly in favour of bringing the trade direct to Manchester via the canal, and it is shown that the difficulty on the part of the steamship owners arises from the fact that so far no vessel of the size of most of the Eastern liners has yet been up to Manchester. The largest vessel, we believe, that has gone to Cantonopolis, is of the length of 330 ft., and drawing some 18 ft. of water. The shipowners are naturally willing to go wherever the trade exists, and if it is shown that the bulk of the Liverpool trade is being drawn to Manchester they will be quite ready to go and seek it there, in accordance with new developments, provided the risk to the ship is not too great. If they were confident that vessels of 400 ft. and upwards, and drawing over 20 ft., could be navigated up and down with complete safety, they would probably soon fall into line with the suggestions made to them. They would, of course, still continue to partly load at Liverpool, unless Manchester could draw to itself much of the Midlands or other trade which now goes to Liverpool, but they want to be assured of the entire safety of their vessels. In connection with this subject we may note that a deputation of Liverpool and Glasgow shipowners waited on the directors of the London and North-Western Railway on 22nd inst., asking for a reduction of railway rates between Liverpool and Manchester, in view of the competition of the Manchester Ship Canal. In connection with the eastern trade, it was pointed out that not only would the railways suffer in the loss of carriage of goods between Liverpool and Manchester, but the canal trade would suffer, as the canal would cut off the business of the canal than at Birkenhead. The directors were consistent with the attitude which brought about the construction of the canal, and refused to make any concession.—*L. and G. Express*.

SHANGHAI SHARE MARKET. In his weekly share report dated Shanghai, 20th December, Mr. B. Ratcliffe writes:—The better feeling noticed in my last two circulars has prevailed throughout the present week, and marked advance in the prices of some of our stocks has taken place, and a healthier tone has characterized almost all the transactions on record. Banks—Hongkong Banks have advanced in leaps and bounds. The closing price last week was 105½ prem., and now I have to quote business done at as high as 115½ prem. local ex. The market closes strong with buyers at this quotation. Insurance.—Marine—Cantons have buyers in Hongkong at \$142 to \$145. The Budget statement of the Chinese Government has been announced at \$127.50. The Chinese Treasury at \$77 and \$77.50. Trade at \$80 have been made public. Fire—China have been sold at \$75. Shipping.—Indo-China have been parted with at \$18. 28, and more shares are on offer at the same price. Taku Tugs are in demand at \$18. 30. Cargo Boats.—The demand for these securities have temporarily ceased. A few shares in each of the two companies are obtainable at last rates. Wharves & Docks.—In Wharves, Hongkong have advanced to \$18. 25.50 and have buyers. In Docks, Farnham in the early part of the week changed hands at \$18. 104, but subsequent enquiries caused them to be much firmer and no shares were obtainable under \$18. 110, at which price a few were parted with, but more shares were wanted at this quotation. Mining.—These stocks remain neglected. Lands.—Hongkong Lands have been imported from Hongkong, at \$22.50. Owing to the high rate of exchange the laying down cost will be very near \$24.50 and local ex. Shanghai have advanced to \$18. 34, at which price a few shares were parted with, but more shares were wanted at this quotation. Mining.—These stocks remain neglected. Lands.—Hongkong Lands have been imported from Hongkong, at \$22.50. Owing to the high rate of exchange the laying down cost will be very near \$24.50 and local ex. Shanghai have advanced to \$18. 34, at which price a few shares were parted with, but more shares were wanted at this quotation.

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## Mails.

U. S. Mail Line.  
PACIFIC MAIL STEAMSHIP  
COMPANY.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Proposed sailings from Hongkong.  
 Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Dec. 29, at daylight.  
 City of Honolulu (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Jan. 16, at daylight.  
 City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Feb. 6, at daylight.

THE U. S. Mail Steamship PERU will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, on SATURDAY, 29th December, at Daylight, taking Passengers and Freight to Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passages tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.  
 Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 10 p.m. the day previous to sailing. Parcel Packages will be received at the office until 10 a.m. the day of sailing. Freight is to be paid in advance.

General Invoice to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector at Customs at San Francisco.

For further information as to Peking and Freight, apply to the Agency at Company, No. 7, Praya Centre.

C. L. GORHAM,  
 Acting Agent.  
 Hongkong, December 12, 1894. 2023

Oceania & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
 TO JAPAN, THE UNITED  
 STATES, MEXICO, CENTRAL AND  
 SOUTH AMERICA, AND EUROPE,  
 VIA  
 THE OVERLAND RAILWAYS,  
 AND  
 ATLANTIC & OTHER CONNECTING  
 STEAMERS.

VIA INLAND SEA OF JAPAN AND  
 HONOLULU.

Proposed sailings from Hongkong.  
 Oceania (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Jan. 9, 1895, at daylight.  
 Saeki (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Jan. 26, 1895, at daylight.  
 Reliance (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Feb. 27, at daylight.

THE Steamship OCEANIA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 9th January, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked, address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector at Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency or to Company, No. 7, Praya Centre.

C. L. GORHAM,  
 Acting Agent.  
 Hongkong, December 12, 1894. 2024

## Mails.

NORTHERN PACIFIC STEAMSHIP  
AND RAILROAD COMPANIES.

## Proposed sailings from Hongkong.

(Subject to Alteration).  
 Siki..... Tuesday | Jan. 1, 1895.  
 Victoria..... Tuesday | Jan. 22/95.  
 Tacoma..... Tuesday | Feb. 26/95.  
 Siki..... Tuesday | March 19/95.  
 Victoria..... Tuesday | April 9/95.

THE Steamship SIKI, Captain JAS. ROWLEY, sailing at Noon, on TUESDAY, the 1st January, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Freights must be sent to our Office with addresses marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to  
 DODWELL, CARROLL & Co.,  
 Agents.  
 Hongkong, December 12, 1894. 2019

## Intimations.

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR. This Article, which has been reprinted from the *China Review*, contains one of the best sketches of Formosa Life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, \$1.—at Messrs. LANE, CHAFFORD & Co., and Messrs. KELLY & WAHLE, Limited, Hongkong; also, Mr. N. MOULLE, Amoy.

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## Intimations.

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 Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

Proposed sailings from Hongkong.  
 EMPRESS OF CHINA.....Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY, 23rd Jan./95.  
 EMPRESS OF JAPAN.....Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 20th Feb./95.  
 EMPRESS OF INDIA.....Comdr. G. A. LESE, R.N.R. WEDNESDAY, 20th Mar./95.

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 D. E. BROWN, General Agent,  
 PEDDER STREET, 2104  
 Hongkong, December 26, 1894.

## SHARE LIST—QUOTATIONS.—DECEMBER 27, 1894.

Stocks.	Nos. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
Hongkong & Shanghai Bank Corp.	30,000	\$	125	all 112% prem.
New Issue.				
Bank of China, Japan and Straits.	99,875	\$	10	all 1 1/2 nom.
Bank of China, Ltd.	1,250,000	\$	125	all 1 1/2
National Bank of China, Limited.	12	\$	12	all 8 1/2 buyers
MARKING ASSOCIATES.				
Canton Insurance Office Co., Ltd.	10,000	\$	25	all 146, buyers
China Traders Insurance Co., Ltd.	24,000	\$	83.33	all 260, sellers
North-China Insurance Co., Ltd.	6,000	\$	2.0	all 200
Straits Insurance Co., Ltd.	30,000	\$	10	all 20,164, sellers
Union Insurance Society Co., Ltd.	10,000	\$	25	all 126
Yangtze Insurance Association, Ltd.	8,000	\$	6	all 177, sellers
WATERBURY ASSURANCE.				
China Fire Insurance Co., Ltd.	20,000	\$	10	all 174, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	\$	25	all 176, buyers
DOCKERS.				
H'kong & Whampoa Dock Co., Ltd.	12,500	\$	12	all 81% prem., buyers
STEAMSHIPS.				
China and India S. S. Co., Ltd.	6,000	\$	6	all 165, sellers
Douglas Steamship Co., Limited.	20,000	\$	2	all 161, sales
Indo-Chin. S. S. Company, Limited.	30,000	\$	2	all 162, buyers
Steam Launch Company, Limited.	2,000	\$	1	all 3
China Mutual S. S. Co.	20,000	\$	10	all 10
Do.	20,000	\$	1	all 1
REFINERIES.				
China Sugar Company, Limited.	15,000	\$	10	all 140, sellers
Kowloon Sugar Company, Limited.	7,000	\$	10	all 148, sellers
WHEATERS.				
H.K. & S.W. Wheat & Godown Co.,	20,000	\$	50	all 163, sellers
Wanchai Warehouse and Storage Company, Limited.	2,600	\$	100	all 37 1/2
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited.	50,000	\$	10	all 60,223, sellers
Kowloon Land and Building Company, Limited.	6,000	\$	6	all 30, sales and sellers
Humphreys' Estate & Finance Co.,	1,000	\$	1	all 104
West Point Building Co., Limited.	12,500	\$	1	all 40,110, sellers
TRAMWAYS.				
H.K. High-Low Tramways Co., Ltd.	1,200	\$	10	all 170
MINEING.				
Jelobu Mining & Trading Co., Ltd.	45,000	\$	all	all 14, buyers
Panyang Mining Co., Ltd.	50,000	\$	5	all 127, buyers
Societe Francaise des Charbonnages du Tonkin.	8,000	Fcs. 50	F. 500	172 1/2
New Balmora Gold Mining Co., Ltd.	15,000	\$	1	all 12, buyers
Saube Aust. Gold Mining Co., Ltd.	200,000	\$	13/10	all 14.90, sellers
Scientific French Cons. Houilleres de Touraine.	50,000	Fcs. 50	all	nom.
PLANTING, ETC.				
China-Borneo Company, Ltd.	7,500	\$	10	all nom.
H. G. Brown & Co., Limited.	6,000	\$	50	all 121, sellers
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	6,000	\$	50	all 30, buyers
DISPERMERS.				
A. B. Watson & Co., Limited.	60,000	\$	10	all 102
Dakin, Crutchfield & Co., Ltd.	50,000	\$	10	all 11
AGENTS.				
H.K. and China Gas Co., Limited.	7,000	\$	10	all 112 1/2
Hongkong Electric Co., Limited.	30,000	\$	10	all 14, sales and buyers
BROKERS AND GEMMERS.				
Green Island Gem Co., Ltd.	20,000	\$	50	all 141, sellers
Hongkong Brick & Cement Co., Ltd.	4,000	\$	15	all 112.50, buyers
MISCELLANEOUS.				
Campbell, Moore & Co., Limited.	1,200	\$	10	all 14, sellers
Geo. Fenwick & Co., Limited.	6,000	\$	20	all 115, buyers
Hongkong Bakery Company, Ltd.	600	\$	60	all 11
Hongkong Dairy Farm Co.	8,000	\$	10	all 14
Hongkong Ice Company, Limited.	6,000	\$	20	all 110, sales
H'kong Ice Manufacturing Co., Ltd.	8,000	\$	60	all 1120
* Founder's share.				

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## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Harbour or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.  
 1. From Green Island to the Gas Works.  
 2. From Gas Works to Jardine's Wharf.  
 3. From Jardine's Wharf to the Harbour Master's Office.  
 4. From Harbour Master's Office to the P. and O. Co.'s Office.  
 5. From P. and O. Co.'s Office to Peddar's Wharf.  
 6. From Peddar's Wharf to the Naval Yard.  
 7. From Naval Yard to Blue Buildings.  
 8. From Blue Buildings to East Point.  
 9. From Kowloon's Island to North Point.  
 10. Kowloon Wharves.  
 11. Jardine's Wharf.

Vessel's Name.	Anchor, etc.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.	
Steamers.									
Airlio	5	Ellis	Brit.	str.	2400	Dec. 24	Gibb, Livingston & Co.	Shanghai	To-day
Ardgry	5	Smith	Brit.	str.	1076	Dec. 26	Jardine, Matheson & Co.		
Aak	5	Rosaback	Danish	str.	691	Dec. 26	Arnold, Karberg & Co.		
Breconshire	5	Sincock	Brit.	str.	2323	Dec. 26	Doddwell, Carill & Co.	Yokohama	To-morrow
China	8	Androsen	Ger.	str.	1240	Dec. 26	Melchers & Co.	Saigon	To-morrow
Chiyeon	3	Null	Brit.	str.	1177	Dec. 27	O. M. S. N. Co.		
Douteros	3	Dinas	Ger.	str.	1198	Dec. 28	Siemssen & Co.	Ranoket	To-day
Emerald	5	Taylor	Brit.	str.	966	Dec. 26	Shewan & Co.	Manila	To-morrow
Rhinope	8	Miles	Brit.	str.	1906	Dec. 26	Mitsui Bussan Kaisha		
Holstein	6	Bruhn	Ger.	str.	1103	Dec. 27	Wieler & Co.	Saigon	
Jacob Diederichsen	5	Hundewadt	Ger.	str.	710	Dec. 27	Carlowitz & Co.		
Lyceum	3	Hosermann	Ger.	str.	1238	Dec. 25	Siemssen & Co.	Shanghai	To-day
Mario Johnson	3	Mathieson	Ger.	str.	1807	Dec. 22	Wieler & Co.		
Monmuir	5	Orrig	Brit.	str.	2640	Dec. 26	Gibb, Livingston & Co.	Sydney, &c.	29th inst.
Montgalt	2	Barrell	Brit.	str.	859	Dec. 26	Yuen Fat Hong		
Natal	5	Verron	Fch.	str.	4056	Dec. 27	Managers Maritimes	Shanghai	To-morrow
Pallas	8	Murray	Brit.	str.	2102	Dec. 27	Mitsui Bussan Kaisha		
Peik	5	Jacobson	Norw.	str.	688	Dec. 27	Calowitz & Co.		
Pekin	3	Dodd	Brit.	str.	118	Dec. 13	Chinoesa		
Peru	5	Frinle	Amer.	str.	2539	Dec. 21	P. M. S. S. Co.	San Francisco	To-morrow
Phra Chom Klao	3	Fowler	Brit.	str.	1011	Dec. 24	Yuen Fat Hong	Swatow & Bangkok	To-morrow
Propontus	5	Farrand	Brit.	str.	1390	Dec. 23	Chinese		
Sikh	5	Bowley	Brit.	str.	1735	Dec. 27	Doddwell, Carill & Co.	Tacoma, &c.	1st prox.
Strathairn	8	Foulds	Brit.	str.	1454	Dec. 21	Doddwell, Carill & Co.	Yokohama	29th inst.
Sungnam	4	Doid	Brit.	str.	994	Dec. 26	Butterfield & Swire		
Saitiro	5	Cobban	Brit.	str.	677	Nov. 21	Shewan & Co.	Manila	29th inst.